

Mails.

U. S. MAIL LINE

THROUGH TO NEW YORK, VIA OVER.

LAND RAILWAYS, AND TOUCHING AT
YOKOHAMA AND SAN FRANCISCO.

THE U. S. Mail Steamship

"CITY OF PEKING,"

will be despatched for San Francisco, via
Yokohama, on TUESDAY, the 20th instant,
at THREE P.M., taking Passengers and Freight
for Japan, the United States, and Europe.

Through Bills of Lading issued for trans-

to San Francisco, to Atlantic and inland cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within six months, will be allowed a discount of 20 per cent. from Return Fare; if re-embarking within one year, an allowance of 10 per cent. will be made from Return Fare. One Paid Return

Passage Orders, available for one year, will be issued at a Discount of 25 per cent. from Return Fare. *These allowances do not apply to through*

received on board
instant. Parcel
the Office until 5 p

all Parcel Packages should be marked to address in full; value of same is required.

of Customs at San Francisco.
For further information as to Passage and
Freight, apply to the Agency of the Company,
No. 50A, Queen's Road Central.
F. E. FOSTER,
Agent.
Hong'kong, 7th February, 1883: [1

Consignataires.
NOUVELLE COMPAGNIE MARSEILLAISE
DE NAVIGATION A VAPEUR.
ERASSINET & Co.

INDIA AND CHINA LINE.
STEAMSHIP "STAMBOUL,"
MAIGRE, COMMANDER.
CONSIGNEES of Cargo by the above Named
Vessel from Marseilles and Intermediate

Ports, and in connection with the "LIBAN" from Glasgow and "GYPTIS" from London, are hereby informed that their Goods are being landed at their Risk into Godown B of the

Undersigned, Marine Lot No. 12, whence and/or
 from the Wharves or Boats delivery, may be
 obtained.
 No Claims will be admitted after the Goods
 have left the Godowns, and all Goods remaining
 after the 13th instant, will be subject to rent.
 No Fire Insurance has been effected.
 Bills of Lading will be Countersigned by
 ADAMSON, BELL & Co.,
 Agents.
 Hongkong, 7th February, 1881. [114]

PACIFIC MAIL STEAMSHIP COMPANY.
NOTICE.
CONSIGNEES of Cargo per Steamship
"CITY OF PEKING"
from San Francisco, &c., are hereby requested to
send in their Bills of Lading for Countersignature
and to take immediate delivery of their
Goods.
Cargo impeding discharge of the Steamer, will

be landed and stored at Consignees' risk and
expense.

F. E. FOSTER,
Agent.

Hongkong, 9th February, 1883. [1

Intimations.

THE HONGKONG HOTEL.
THE DIRECTORS OF THE HONGKONG
HOTEL COMPANY, LIMITED, ARE

NOW PREPARED TO RECEIVE OFFERS
FROM SUITABLE PERSONS FOR A FIVE
OR TEN YEARS LEASE OF THE HONG-
KONG HOTEL, AND FURNITURE

COMPLETE.

This well known **HOTEL** is situated in the Queen's Road, Hongkong, within a few yards of the principal landing place in the Colony.

It is a large and commodious building, replete with every modern improvement and convenience. It contains an ELEGANT AND SPACIOUS BAR, A LARGE BILLIARD ROOM, READING ROOM, A DINING

HALL to accommodate 170 Persons, FIFTY TWO BED ROOMS, TWO CAPITAL BOWLING ALLEYS, together with all the other necessities of a well appointed Hotel.

It is the only First Class Hotel in the Colony, and is always patronised by a number of permanent boarders, consisting principally of Government Officials, Military and Naval Officers and their Families, &c.

It is at present under a Lease to Messrs. DORABYKE and HING-KEE, which lease expires on the 15th October, 1883.

Applications to be addressed :-

THE CHAIRMAN,
THE HONGKONG HOTEL CO., LIMITED.
HONGKONG.
Hongkong, 2nd January, 1883. [34]

J. M. GUEDES
HOUSE AND LAND BROKER
AUCTIONEER AND COMMISSION
AGENT.
Office - 107 Broadway, New York City.

HONGKONG, 30th January, 1962.

Intimations.

A. S. WATSON & CO.
INVITE INSPECTION OF A WELL
SELECTED STOCK OF
FANCY CHRISTMAS
GOODS.COMPRISING—
CHRISTMAS AND NEW YEAR CARDS.
IN GREAT VARIETY.

SWEETS AND CONFECTIONERY.

FANCY SATIN COVERED BOXES.

CUT GLASS TOILET BOTTLES.

CHRISTMAS CARD ALBUMS.

IVORY BACK HAIR BRUSHES.

SCIENTIFIC TOYS.

ATKINSON'S, HENDRIE'S, AND LUBIN'S
PERFUMES.

&c., &c., &c.

A. S. WATSON & Co.,
CHEMISTS, DRUGGISTS,
AND

PERFUMERS.

THE HONGKONG DISPENSARY.

ESTABLISHED 1841.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph" and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writers, not necessarily for publication; but as evidence of good faith.

Whilst the columns of the Hongkong Telegraph will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in that day's issue not later than THREE O'CLOCK, so as not to retard the early publication of the paper.

TO SUBSCRIBERS.

Arrangements have been made to publish The Hongkong Telegraph daily at 4 P.M. Subscribers in the central districts who do not receive their copies before Five O'CLOCK will oblige by at once communicating with the Manager.

The Hongkong Telegraph

HONGKONG, SATURDAY, FEBRUARY 10, 1883.

The Italian Opera Company having suddenly collapsed, certain members of the troupe have, through no fault of their own, been left entirely without resources to enable them to return to Italy. Under these circumstances, Signor and Signora Petrovich, who only joined the troupe from Italy a few months ago, have made an appeal to the Hongkong public which we trust has not been in vain. Assisted by Signor Ciochi, Signor Arioni, Signor Gore, Signor Cattaneo, Signora Stini and Signora Bertolini, the two artists above named have announced a performance of Donizetti's popular opera "Lucia di Lammermoor," to take place at the Theatre Royal, City Hall, on Tuesday next. The programme, as will be seen by reference to the advertisement in another column, is a varied and attractive one, and ought on its intrinsic merits alone to bring together a large audience. However, as the occasion is a noteworthy one, and the object of the performance in every way deserving of support, we feel justified in making a special appeal to the music-loving community on behalf of the unfortunate artists who have been brought from home with promises of brilliant prospects, and left helpless and penniless in a strange land amongst strangers.

Signor and Signora Petrovich have proved themselves operatic performers of tried ability, and in the various representations in which they have taken part have fairly won the plaudits and good opinions both of the critics and the public. They have striven hard to do justice to the works of the great masters, and to elevate the public musical taste, and therefore have some claim to public consideration. The people of Hongkong are widely known for their generosity in all deserving cases brought under their notice. Here is a case, deserving in every sense of the word. Signor and Signora Petrovich are desirous of obtaining sufficient funds from this performance to enable them to return to Italy. We venture to believe that the community will extend their hearty sympathy and support to this appeal.

It appears from our latest Washington reports on the subject of the Hawaiian treaty, says the San Francisco Chronicle, that the sugar monopoly has been operating on the fears of the State Department to have notice of abrogation indefinitely postponed. They have started a report that

the Government of the little slave kingdom is prepared to resent the taking away of the support our treaty extends to it by a counter treaty with Great Britain, which shall include the right of that country to establish a naval station at Honolulu; and Secretary Frelinghuysen is said to be seriously taken aback by this report. The scare did not originate with the Secretary, but in the House Committee on Foreign Affairs, which sent the State Department a communication requesting information about the political aspect of the question of terminating the treaty, with this British design in view.

The point for an English naval station in this part of the Pacific is not in the Hawaiian Kingdom, but near the point where the great Dominion railway will terminate. She has that without the asking, and would hardly go so far out of her way as the Islands to offend the United States, which country is her best customer, and to which she has of late shown so many acts of friendship. On the Straits of Georgia she has everything required for a naval station—a good harbor, an abundance of coal, timber, and resources in iron for the repair of ships. The lines of merchant steamships that the railway company will surely float for China, Japan, Australia and New Zealand can be better protected from there than from the Islands. And in the event of a war with the United States—which no one apprehends—English cruisers from headquarters in the north could damage us more than from a naval station within the tropics. On one score the State Department may rest assured—that, whether this preposterous treaty be terminated or not, Great Britain's interests on this coast will prompt her to the construction of a naval station at or near the termination of her Dominion colonies' railway; and that from there, better than from the Islands, she can exercise her power on the Pacific and the western coast. If the prospect is disagreeable to us, our remedy lies in the construction of a navy that can cope with hers, and not in the payment of a subsidy of three to five millions a year to the little slave kingdom ruled by a spiteful sugar monopoly. If England desired to take the Islands, there is nothing to hinder her. We cannot protect them in any other way than by the standing menace of conquering Canada, and that will always prevent England from any unfriendly act toward us, such as the building of a naval station at Honolulu. She would gain by that one dollar in trade advantages at the risk of losing her entire possessions in North America. England has done some silly things, but she is not foolish enough to do this one. Moreover, the Hawaiian monopoly has nothing to gain by a reciprocity with England. Sugar is not one of the dutiable articles of import into Great Britain. She taxes tea, coffee, tobacco, spirits, wine, but not sugar; and the Hawaiian article would stand on a level with that of any other country, and not as by our treaty, with the advantage of 2½ to 4 cents a pound over all other sugar imports into the United States.

TELEGRAMS.

LONDON, February 8th.

Lord Elcho, the Conservative candidate, has been elected member for Haddington by a large majority.

RESIGNATION OF MR. HEALY.
Mr. Healy, the well-known Home Ruler member for Wexford, has accepted the Chiltern Hundreds.

LOCAL AND GENERAL.

THE Shah of Persia pays his barber \$5,000 a year. It is, perhaps, unnecessary to state that the tonsorial artist is a mute.

THE owners of the *Kirby Hall* claim \$30,000 damage by the collision with the *City of Brussels*. The Inman Line estimate their loss at \$800,000 by the *City of Brussels*, beside the cargo and lives lost.

WE are informed by the Acting Agent of the E. A. and China Telegraph Company, Limited, that the construction and maintenance steamer *Scilla*, with the new China Coast Cable on board, arrived at Singapore this morning.

An observing man has noticed that shoemakers are careless about the shoes they wear, hatters about their hats, and tailors about their clothing. This probably explains why some ministers are personally careless about their religion.

WE have read a good deal of feeble "rot" in our morning contemporary, but never anything equal to the wretched stuff under the signature "Banlan" in the *Daily Press* of this date. We are at a loss to decide whether the cad who writes "Chit-chat" or the blockhead who publishes it is most to blame. What does "the honourable the Surveyor-General" think?

ACCORDING to a recognized medical authority, "promiscuous kissing has been infinitely more productive of disease of various kinds than the public ever dream of, and it is a practice that should be discontinued. The people should confine their kissing propensities to members of their own families, and even then it is not always safe." This medical authority evidently knows the world. "If you kiss your young and pretty cousin and your wife knows it, you're apt to find it very unhealthy."

SAYS the Shanghai *Mercury*:—H.E. Count di Luca, the Italian Minister, leaves for home in a fortnight. The Countess leaves on Wednesday. We understand that Count di Luca will return to occupy the new Italian Legation at Peking in about a year.

REUTERS must really be hard pressed for news, when he takes the trouble to telegraph to China that Lord Elcho has been elected member of Parliament for Haddington. The seat has been held by the father of the newly elected member—the "Adullamite" Lord Elcho of volunteering celebrity, who lately succeeded his father in the Earldom of Wemyss—for many years, and the family influence is so overpowering that the result of the election was simply a foregone conclusion.

WE (*Mercury*) have been given to understand that the "Pest House" on the Soochow Creek is now nearly full of "small pox" patients, and it is therefore to be hoped that the disease has reached its climax. In one sense it would be matter for regret to have the Hospital authorities compelled to seek for other accommodation, or to have this class of sufferers moved outside the compound of the General Hospital, as the excellent nursing which they receive from the sisters, not to speak of two visits per day from the surgeon in charge (Dr. Little), should afford abundant consolation to friends of this unfortunate class, who are so well cared for in every respect.

WE read that when Mrs. Langtry first appeared as Rosalind in London, there was a tremendous crush of the fast young bloods, from the Prince of Wales down to that moral young man the Marquis of Huntly; for they all expected to see the Lily in tights. Not the slightest attention was given to the play till the cue for her entry was heard, and then a sigh—almost a heart-groan of disappointment—went through the house from pit to ceiling. She wore a tunic from neck to ankle! The fact is, the public don't understand how determined Mrs. Langtry is to remain a lady, though she is an actress. A funny incident occurred, though, which made the people laugh, glum as they were. In the sentence, "Were I a woman," the beauty had only got as far as "I would kiss as many of you—" when a stentor's voice came from the back of the pit—"Oh, take us all in!"

A HAWKER of an enterprising turn of mind, and with a predilection for early rising, was observed by Chinese constable 251 at a quarter to four this morning climbing up, by means of a piece of cloth, from the lower to the upper verandah of No. 141, Queen's Road West. The peripatetic's intentions appearing to the lunk to belong to the felonious category, he arrested him and lodged him in the station. The hawker, who explained that his ascent to the top was dictated by the most innocent motives, his object being simply to have a quiet smoke, was sentenced by Captain Thomsett to three months' prison fare, in return for which he was to exhibit his gratitude to a paternal Government by doing, without demur, his quantum of shot drill, oakum picking, &c., until released by due process of law.

SOME men are very easily "put out." Take, for instance, the individual who appeared at St. Gregory's Roman Catholic Church, at Farnworth, a few weeks ago. He had met with a woman who was ready and willing to be united in holy wedlock. Unfortunately the registrar did not attend. This annoyed the man considerably. He waited for a while, gradually grew red in the face, then told the expectant bride to go to Bath, or any other place handy, and went away in high dudgeon to his work, declaring that if he was caught on such a fool's errand again "he'd know it." All this was very painful for the blushing bride, who had evidently followed the advice of the old song, "Take me while I'm in the humour," but missed the chance through that naughty registrar. After all she may not have missed much.

HERR VON—of Vienna had tried in vain to make a fortune in many ways. Luck was always against him, and at last to crown his misfortune he fell sick. But on what the doctor declared to be his deathbed, an idea with millions in it struck him. He sent for a lawyer and dictated a will in which he bequeathed vast sums of money to his wife, his family, and various charitable institutions. The lawyer, a notorious blab, spread the tidings, and great was the chagrin of numerous acquaintances to think how they had neglected to pay court to the dying millionaire. But Herr Von—wasn't so sick as the doctor had supposed, and presently he recovered. Then it was that fortune-hunters begged him to invest their money, urged him to accept loans, and gave him a credit second to none in the city. At first he coyly refused these flattering testimonials, but was gradually forced to relent, and having lived in clover for a considerable time, has just failed for an enormous sum.

AS Mr. Stainfield was doing a drive in his barouche on the Shau-ki-wan Road on the 5th instant, and had neared the temple where "Joss" is duly worshipped by his devoted followers, he espied a two-wheeler with "nary" a soul looking after it. Just as he approached the derelict, a squall of wind caught the "rickshas," and blew it right across his path, with the result of damaging both the horses and the barouche to the extent of about \$200. Seeing the defendant in the case and another coolie at the place, he gave the former in charge. The road obstructionist, who tried to make Captain Thomsett believe it was not his particular vehicle that caused the damage, was fined \$3 or seven days' hard labor, a poor consolation to the owner of the carriage and pair for the \$200 damage done. The ricksha man came up to time smiling, and handed over the Mexicans to the Magistracy staff. We know that most of these "Joss" roads are merely hired men, employed by "bosses" to run the "rickshas," and if this is so in the present case, we see no reason why Mr. Stainfield should not recover the full amount of the damage done.

A DISPATCH to the London *Chronicle* from Berlin mentions the fact that the budget of the State railways of Prussia will show a surplus of 93,000,000 marks for the last fiscal year. The *Chronicle* adds that if "this estimate be confirmed, it will prove that the Government made an excellent bargain in purchasing one by one the principal lines, at a time when the public scarcely hoped to see their shares rise from the profound depression into which they had fallen on account of the recent economic crisis, a depression caused to a large extent by foolish competition and extravagant scheme of construction." Direct advices from Berlin have confirmed the statement. The fact related refutes the claim made by corporation journals that roads under Government control cannot be made to pay.

IN these days when legal technicalities and meaningless quibbles are the very marrow of the existence of that class of character called "limbs of the law," it is refreshing to find that sometimes—

"The only way to get the law on your side is to be a lawyer." We read in a contemporary that Charles Bradlaugh has "euchred" his arch-enemies, those holy frauds Charles Newdegate, Sir H. Tyler, and H. L. Clarke, who hoped to force him into bankruptcy by saddling him with the accumulated penalties totalling £350,000, incurred by him in sitting and voting in the Commons without having taken the oath. Bradlaugh has proved more than a match for the whole tribe of lawyers. It appears that penal actions instituted by common informers cannot legally be brought on after the lapse of a year from the date of the incidents to which they refer. This is the secret of all the interminable motions on technical and legal points brought before the courts by Mr. Bradlaugh during the last twelve months, and which have led even many of his friends to think him over litigious. By getting all these technical points argued out after the other he has so far delayed the main proceedings that the limitation clause now operates, and the prosecution lapses.

THE following "advice to a discouraged lover," taken from an American contemporary, is respectfully dedicated to our local adonis:—"She may be giddy, but she has just about sized you up in shape, and no doubt if you keep on trying to love her without her knowledge or consent, she will hit you with something and put a Swiss sunset over your eye. Do not yearn to win her affections all at once. Give her twenty or thirty years in which to see your merits. You will have more time to her respect by that time, no doubt. During that time you may rise to a high place and win a deathless name. The main thing you have to look out for now, however, is to restrain yourself from marrying people who do not want to marry you. That style of freshness will in thirty or forty years wear away. If it does not, probably the vigorous big brother or some 'young lady of 17' will consign you to the silent tomb. Do not try to promenade with a lady unless she gives her consent. Do not marry one against her wishes. Give her a chance. She will appreciate it; and, even though she may not marry you she will permit you to sit on the fence and watch her when she goes to marry someone else. Do not be despondent. Be courageous, and some day, perhaps you will get there. At present the horizon is a little bit foggy. As you say, she may be so giddy that she doesn't want steady company. There is a glimmer of hope in that. She may be waiting till she gets over the agony and annoyance of teaching before she looks seriously into the matters of matrimony. If that should turn out to be the case we are not surprised. Give her a chance to grow up, and in the meantime go and learn the organ-grinder's profession, and fix yourself so that you can provide for a family. Sometimes a girl only 17 years old is able to discern that a young intellectual giant like you is not going to make a dazzling success of life as a husband. Brace up and try to forget your sorrow, and you may be happy yet."

SIGNOR Cagli, that enterprising impresario who, when in Hongkong some years ago, used to look on the female portion of his troupe as so many cast-iron machines, making them perform in five heavy operas during the space of one week, appears to be in anything but fine feather. The Signor has been doing the Australasian colonies with Italian opera for some time past, and lately opened at the Royal, in Sydney, where he does not appear to have done a great stroke. The Sydney *Bulletin* says:—Signor Augustus Cagli has written us a letter, dated from the Royal Hotel, and couched in the "choicest Italian." He considers, he says, that our criticisms are *chef d'œuvre* of discrimination and acumen, and he hopes we will accept the assurance of his distinguished consideration. "This we do with pleasure—but, as this is Christmas time, we cannot but think that something more substantial—a goose say—would have been a more reasonable (no allusion to sage, etc., intended) compliment. However, we are grateful for small mercies, and we have put the Signor's letter with our other valuables in the lobby on the top shelf of the kitchen dresser. It is rumoured that the Shroud people, likewise, were honoured with a communication from Signor Cagli, and, after having passed it round till it exhaled an odour of cast between a public-house spittoon and a boiling-down establishment, they chartered a Dutchman to translate it. 'Not to be licked,' the giddy Teuton said. It was an invitation to a tripe supper, with the date omitted, and ever since young men 'dine *à la tripe* *négligée* have harassed the hotel porter, and worn out the door-mat, requesting to know when it was to come off. Thus the poor Signor would seem to be doubly unlucky. Poor houses at his show, and an essentially haunted hotel by the entire 'livery' staff of the *Shroud*, a paper of the *Free Press* and *Maiden* description, it is little wonder if the noble Signor Cagli's first salute to his numerous acquaintance is, 'I am sorry for me.'"

WE hear that the Choral Society will give a performance on Friday, March 2nd, when Burnett's celebrated cantata "The Ancient Mariner," which has been in rehearsal for some considerable time, will be produced.

TALES of heroism at sea never lose their charm for landsmen. The last, one is found in the *St. James Gazette*. A passenger on board the Orient line steamship Liguria, on her voyage from Simon's Bay to Melbourne, gives, in a private letter, the following account of an act of bravery and devotion on the part of one of the officers and several of the crew of the ship:—"While the sea was tremendously high a sailor fell overboard. There was no chance of his recovery. The ship was stopped as soon as possible, but after the first minute, he was never seen again. Nevertheless in five minutes a boat was launched, without the orders of the Captain, who cried when he heard it, 'There go ten more men.' It was an awful time while the boat was out. The officer in charge said that twice he gave up all hope of ever getting back again. After about an hour, during which we were tiring, backing and stopping, rolling fearfully all the time, we and the boat got near to each other again. Ultimately she reached the side of the ship, and amid the greatest excitement the men were hauled up one after the other with ropes; but the captain said he would have no lives lost in trying to save the boat, which was immediately smashed by a blow from the rudder."

TRAINING NOTES.

The racecourse was again thrown open for training purposes this morning, and a lot of galloping took place. Having been well watered, late yesterday afternoon, the track afforded good going, although in some parts it was rather holding, which prevented the chronicling of anything particularly startling in the way of fast times. I was glad to see the worthy C. C. back at his post, and bustling up Taylor and his associates. Mr. Tripp looks hale and hearty after his trip to Japan—in fact, he looks so fresh and in such hard condition that I should not be a bit surprised to see the veteran sporting sikh in the Welter and steeplechase. As soon as the C. C. can spare a little time, I trust he will run his experienced eye over the steeplechase course. A few alterations on the present state of affairs are certainly desirable. If I might be allowed to offer a suggestion, I think the big water jump at the turn into the straight should be abolished. This awkward jump is directly in the bend for home, where it is impossible for a pony to be raced at full speed, even were the going sound, which it most certainly is not. If this jump had been placed opposite the Grand Stand it would have been right enough, as it could very easily be negotiated by ponies going at a fair rate of speed, and speed is indispensable in all cases where a brook has to be cleared. If this jump were removed, a couple of flights of goosed hurdles erected in judiciously selected places, and the walls of the obstacles in front of the Stands raised about a foot, the course would be everything that the most fastidious of horsemen could wish for, presuming, of course, that the weather keeps fine. It must not be overlooked that a wet meeting is just on the cards, and a few days rain means that the portion of the steeplechase course from the mile and a half post to the Wong-nei-chong village will be transformed into a regular quagmire.

I arrived at the course shortly after daylight, in fact it was almost dark; yet the first news that greeted me was that Mr. Hutchings had galloped the Derby pony Cobnut in satisfactory style. I did not see the gallop, so give the rumour for what it may be worth. The first pony I noticed on the track was Driving Cloud, the old chesnut going very steadily for rather better than two miles. The Derby favorite Hornpipe, ridden by Mr. Nickels, rattled along over the Derby distance, moving in splendid form, finishing full of running, and pulling up sound and well. The times for this performance were 33, 67, 1, 42, 2, 17, 2, 54, and 3, 27, 5th—good enough, in my opinion, to justify Mr. Paul in believing that he will not be very far off from repeating the White Velvet coup, with this slashing griffin. First Corner galloped very steadily about a mile, but put on the steam half way down the straight, his last quarter occupying 33 seconds. The famous dun displayed no symptoms of lameness when fully extended on the course; but he certainly walked very stiffly when returning to the paddock. Salmasan was steered by Mr. Hutchings in a slow canter for rather over a mile, his last three quarters occupying 1, 52—final quarter 34 seconds. Dalesman and Bandsman "foaled" over the Derby course at a hand canter, the watch registering 39, 75, 1, 54, 2, 31, 3, 14, and 3, 48.

An interesting "pow" between the stable companions Shamrock and Sunlight for a mile and a half was closely watched by "the talent." The bay, ridden by "Horie," and presumably with the best of the weights, had the heels of the brown (Mr. Nickels) up from start to finish, and had to be pulled back to prevent his running right away. The performance was a very good one, the times being 33, 65, 1, 40, 2, 14, 2, 51, and 3, 20, and I feel certain that had Sunlight been allowed to stride along he would have shaken our best on record for the distance. Blunder Blaz, ridden by "School," beat Castigator, with "Wild Harry" up, by about two lengths after a pretty race over the Derby course in 3, 39—first six furlongs 1, 50, mile 2, 27, and mile and a quarter 3, 03. "Blunder" is evidently improving; but he is still a long way from being the high class racer he was reported to be before he left Shanghai. Helios galloped about two miles at half speed, and then troqued cantered alongside Guardsman, their last six furlongs occupying 1, 44. In a mile "pow" between Edge and Faugh-a-ballagh, ridden by Messrs. Reynell and Capel respectively, the blue dun—Mr. Sassoon's—lost out, and hands down in 2, 27. Filbert cantered, and appeared tied up behind—last half mile 75 seconds.

Montezuma and the Derby griffin Sunlight covered a mile and a half at a steady pace, the

big chesnut cantering for the last half mile. Times—34, 66, 1, 40, 2, 19, 2, 58 and 3, 35. Gang Forward, Pizicato and Allegro went a mile in company, the former beaten off, and the dun winning easily in 2, 18. The full times were 33, 65, 1, 41, and 2, 18. Pizicato went on after the others pulled up, and covered close upon two miles, rolling about a good deal at the finish, and showing temper. Shell went in grand form by himself for over two miles, his last mile and a half in 3, 34, the pony pulling double at the finish. Peanut was exercised by Mr. Hutchings on the steeplechase course, and appears wearing round slowly, although signs of lameness are still discernible. Riako was sent a long gallop, and moved far more freely than I had previously seen him. White Knight and Alric galloped together, by accident, I think, the St. Leger winner having all his work cut out, even with the feather weight "Joe" in the saddle, to keep within hail of Mr. Van Amstel and the old war horse.

Rose was ridden by "Horie" in some muddling sort of exercise, as usual showing fairly good form after warming up to his work. Newmarket ("Toad") and Prejudice (Mr. Nickels) galloped over the Derby distance, the grey conceding a lot of weight, and streaming away whenever his rider loosened his head. The times were 36, 72, 1, 48, 2, 23, 3, 01, and 3, 32. Wild Wail was ridden by Mr. Tennant in a steady exercise gallop—last half mile 72 seconds. Second Vienna was accompanied for a mile and a half by Ghillie Callum—times, 36, 70, 1, 45, 2, 24, 3, 05 and 3, 43. Strathpeffer and Derwent galloped steadily, the old sprinter showing capital form. The queer actioned Canton Cup candidate, Incubus, strode along in the hands of Mr. Reynell. This animal's style of going is most deceptive. To watch him galloping, one would imagine he was going at no pace at all; but on referring to the chronograph, you are surprised to see that he is making fast time. Incubus covered the last quarter of his gallop this morning in a shade over 32 seconds, and I must confess I am puzzled to make out how such a peculiarly actioned pony can get over the ground at such a rate.

I repeated "pows" can be relied on, the leading favorites amongst the subscription griffins would appear to be pretty well together so far as class is concerned. Ponies that have been knocked down to the drawers at the lotteries, have on the racecourse demonstrated their equality, if not their superiority, to favorites purchased for hundreds of dollars. The popular fancy for the Valley Stakes and German Cup has been Mr. Paul's white griffin Opal. Some days ago this pony covered a mile, cantering, in 2, 21—a performance which doubtless justified his elevation to the position of first favorite. This morning in a mile "pow" the outsider Lavender fairly worsted the favorite, the full times being 33, 70, 1, 50, and 2, 28. Possibly Opal may win both the Valley Stakes and German Cup, and doubtless he will remain favorite to the end, notwithstanding his ignominious displays on the training-track, although it is really difficult to understand on what foundation his claims to such high consideration are based. I consider Opal inferior to both Rebel and Lavender in the same stables.

The two comparative outsiders Satanella and Buggins galloped a mile and a quarter. I timed their last mile 34, 71, 1, 50 and 2, 26. Satanella, with a great pull in the weights won, pretty easily; but had the riders been changed the result would probably have been vastly different. Buggins is a fairly good little pony of his class; that has been simply thrown away by sheer neglect. Properly trained, he would probably have been one of the leading favorites for the subscription griffin races, and deservedly so. Mr. Hutchings rode the Derby griffin Ambassador a mile and a half at a medium pace, this slashing bay striding along in grand form. The full times were 75, 1, 40, 2, 26, and 3, 38 2, 5th. Mr. Hutchings shook his mount up a bit at the finish, the pony responding to his rider's call in a very resolute fashion. Ambassador was made a hot favorite at the lotteries last night, so there can be no doubt that he is greatly fancied by his connections. On his form this morning, he has very good claims indeed to take a still more prominent place in the quotations for the Blue Riband. Merry Monk (Mr. Jeyes) up, led First Flight (Mr. Reynell) for a mile at a fast pace (time 2, 13), the dun pulling over his companion the entire journey. Still the griffin's display was the best that has yet been done by any of the Derby candidates, and will no doubt cause a great reaction in his favor for that classic event.

Rebel (Mr. Sassoon's subscription griffin) and Reeler "powed" six furlongs, the chesnut winning without an effort in 1, 44. A mile trial between Bolwell and Cutty, Sark was won cleverly by the latter, the times at the quarter posts being 36, 72, 1, 47, and 2, 35. Skeddadder, going by himself until nearing the half mile post, where Drogheddy "foaled" in, galloped the last mile of a mile and a quarter gallop, in 36, 1, 12, 1, 50, 2, 26, finishing full of running. This was the best performance of all the subscription ponies. The iron grey, Triumpher, after being led by Experience for more than a mile, proved an easy winner at the end of a mile and a half, the watch registering 66, 1, 41, 2, 30, and 3, 33. Dutch Oven, Maltranda, and Kassassin galloped a mile in 2, 27, the first named hard held, the other pair rolling about at the finish like a junk in a typhoon. Darnley, Little Winkie, and Scotch Reel "powed" half a mile, Mr. Mortimer Murray's chesnut winning by three lengths in 65 seconds—first quarter 30. The "Toad" finished up the morning's proceedings by galloping Tempest about half a mile twice, the rabbit pony evidently not relishing the pastime.

My review of the operations of the day, and prospects of various ponies entered for the first day's races I am compelled to hold over until Monday.

AN OLD SPORTSMAN.
Hongkong, 10th February, 1883.

SWATOW.

[FROM OUR CORRESPONDENT.]

Of the two "lame ducks" lately arrived here, the brig *Tartar*, after effecting some necessary repairs ordered by our worthy surveyor, Captain Asverus, has accepted a charter to load for Singapore and bring back from there a cargo of hard wood, for the sum of \$2,500; she is allowed 40 lay days. The brig *Argos* discharged her sand ballast and took in stone ballast, intending to go to Foochow to load poles, which would have prevented her sinking, and she might then have floated to Shanghai; but as she is still making a good deal of water, her captain thought it safer not to risk the life of the crew or his own, so he has telegraphed to Shanghai for further orders.

On the 21st instant the German authorities here, Consul von Möllendorff and Mr. Schaar, sent an ultimatum to the Taotai about the vexed land question, but were unable to come to an understanding. The German gunboat *Illia* got up steam and left at 4 p.m. for Hongkong, to communicate with the minister at Peking. She returned from Hongkong on the 26th, and is now anchored opposite Mr. Schaar's residence; and so for the present everything remains in statu quo about this troublesome affair.

I hear from good authority, that Messrs. Jardine, Matheson & Co. have bought Messrs. Douglas Laprak & Co.'s business; and that we shall probably lose one of our most respected residents, Capt. A. G. Pitman, who it is said, intends going home on a well-earned holiday; but we sincerely hope to see him back again amongst us, or in command of one of the coasting steamers, as it was always a treat to travel in a steamer commanded by Capt. Pitman. I hear the transfer of Messrs. Douglas Laprak's business will take place in April next, but I cannot tell who is to be manager yet.

On the 29th instant the Commissioner of Customs, Col. Jamieson, gave a ball which was thoroughly enjoyed; dancing was kept up until the small hours of the morning.—*Mercury*.

CHEFOO.

[FROM OUR CORRESPONDENT.]

After fine and mild weather for a fortnight, with prevailing light southerly winds, cold weather set in again; from the 16th till 18th instant, a strong N.W. gale, with heavy snow squalls, has been blowing; Temperature, max 11°; min 9°.

The harbour, from the hill over to the West Beach, was full of ice; yesterday, with a moderate westerly wind, the ice was drifting out to sea, and to-day the harbour is nearly free from ice. The Chinese gunboats *Wei-yuen* and *Tsun-yuen-chow* have arrived from Corea; the former on the 9th, the latter on the 19th inst.

All seems to be quiet in Corea; Mr. von Möllendorff, the Inspector General of Korean Customs, is still at Seoul; he intends, however, to visit shortly all the Korean ports and then go to Peking for the purpose of arranging with Sir Robert Hart about a Customs staff.

The Chinese gunboats *Yang-wei* (with Capt. Lang on board), *Chao-yang*, *Chen-nan*, *Chen-tun*, and *Chen-tai* arrived from a cruise yesterday.

The steamship *Hing-shing* left this port for Corea on the 13th inst.; Mr. Tong King-sing and suite will return in her to Shanghai.

The couriers with the overland mails arrive pretty regularly from Tientsin; from Shanghai no overland mail has arrived yet.

Mr. Hughes, the Commissioner of Customs, came back from Shanghai in the *Hing-shing*, and took charge again of the Customs.

The addition of a new story to the Family Hotel is undoubtedly a great improvement; it is now the largest hotel at Chefoo, and families visiting this bathing place for the summer will certainly enjoy their stay in it, as they will find it pleasant and comfortable in every respect.

During winter the Beach Hotel is the most frequented on account of its situation in the settlement; its billiard room is then the meeting place of captains of sailing vessels and people connected with shipping.

The Church Committee intend to raise by subscription a sufficient sum for building a tower and getting a new bell for the Union Chapel.

In December we had pretty good skating on the ice pond; unfortunately we have been deprived of it this month, there being no water in the pond.

Vessels in harbour: Chinese gunboats—*Wei-yuen*, *Tsun-yuen-chow*, *Tao-king* (with Admiral Ting on board), *Yang-wei*, *Chao-yung*, *Chen-nan*, *Chen-tung*, *Chen-tai*, and 4 sailing vessels.

This winter is a severe one; there has not been so much snow for many years as there is now; it is covering the ground a feet deep. After a moderate easterly wind and heavy snowfall for 24 hours, a strong N.W. gale set in, rolling a heavy sea into the harbour. The gale abated on the 31st ult., and fine weather, with frost, set in.

The Chinese gunboat *Chen Ching* arrived from Corea on the 31st ult.; she will proceed to Shanghai, taking Captain Farrow down, who is to superintend the fitting up (as a training ship) of the *Kolga*, lately bought by the Chinese Government for this purpose. The Chinese gunboat *Tsun-yuen-chow* left for Corea yesterday, Captain Lang with a fleet of ten gunboats, left for Port Arthur to-day.

There is no news of any importance from Corea; Mr. von Möllendorff has left Seoul on journey to the interior, for the purpose of making himself acquainted with the state and resources of the country.

Thermostships *Melina* and *Chelapa* are in port; the former loading for Canton, the latter for Swatow.

Arrivals—January 22, British barque *Batavia*, from Shanghai; 26, British barque *Pratio*, from Nagasaki; 30, British schooner *Augusta*, from Nagasaki.

Departures—January 24th, German barque *Pallas* for Amoy; February 1, German barque *Saturn* for Nagasaki.

Sailing vessels in harbour—*Pier*, *Mosart*, *Orlent*, *Batavia*, *Pratio*, *Augusta*.

The chief engineer Mr. Kirkwood, will probably go to Tientsin early in spring, where a good situation as instructor in engineering, modelling, etc., has been offered to him.

Captain Clayton leaves for Shanghai in the gunboat *Chen Ching* en route to Europe on 2nd ult.

At the annual meeting of members of the "Seamens' Hall" an animated debate took place with regard to the proposed removal of the billiard-table; the proposal was, however, rejected.

Business is dull and freights very low; there is hardly any demand for tonnage; a change for the better is expected after the Chinese New Year.—*Mercury*.

"THAMES STREET INDUSTRIES," by Percy Russell. This illustrated Pamphlet on Perfumery, &c., published at 6d., may be had gratis from any Chemist or dealer in perfumery in the World, or JOHN GOSWELL & Co., London.—(Adv.)

NINGPO.

February 3rd.

The *Ashuelot* will, I understand, leave hence for coast ports and Hongkong on Wednesday, but we are to be and have been the only lucky out-port where these famous minstrels will perform I am told.

This forenoon, the Chinese Admiral, Taotai, and Captain Seng of the ram (g.v.) *Chia-wei*, paid their respects to the U.S. naval representative. They were all received in turn with a salute of three guns. I can understand the honours conferred upon the two former, but it seems strange that a Captain of a Chinese gun-vessel should receive the same honours as his bosses the Taotai and Taotai. However, no harm done I guess.

By the way, whilst on the subject of Chinese officials I must mention our recent change of Taotai. Sai Chang, our late Taotai, has been replaced by the Wenchow Taotai, Wen Chung-han, who will simply be acting Taotai here for the present whilst our own Taotai goes to Peking for an audience. Wen Chung-han arrived here per *Chia-wei* on the 26th ultimo, and assumed his arduous duties at once I believe.

We have just received an addition to our Consular staff here, in the appointment of Mr. O'Brien Butler to assist H.E.M.'s Consul, Mr. Cooper.

The German firm of H. B. Meyer at this port liquidated on the first instant, and the same business will now be carried on by Mr. T. Hartmann, an old China hand, who has recently returned to the East. We shall all be very sorry to part with Mr. Meyer, but at the same time we are very glad to see the gap which he creates so well and quickly filled.

The weather lately has been very wintry. Of ice and snow we have had an extraordinary share this season. The hills are all covered with snow at present, presenting a sort of Alpine *comp d'ail*. If the weather keeps clear and frosty, we may indeed look forward to a good time of it up-country at the New Year holidays.—*Mercury* Correspondent.

THE WRECK OF THE "WUHU."

The wreck of this vessel, one of the largest and best fitted in the Yangtze trade, was sold by Public Auction yesterday for 780, and Chinese were the purchasers. All interest, therefore, in the wreck by foreigners has now ceased, and from what we hear of its condition the natives will have to lose no time in the New Year celebrations to recoup themselves for their venturesome outlay. There is an exceedingly strong tide at the section of the Yangtze where the wreck is situated; the hull of the vessel is in three parts and submerged at high water, and the greater portion of the cargo has been washed away. Probably some of the machinery may be recovered, but even this is very doubtful. An incident in connection with the catastrophe occurred which has not yet been made public, and in the interests of foreigners it should not pass unrecorded. It is well known that nearly all the cargo in the *Wuhu* was owned by natives, who had not taken the precaution to protect themselves in case of loss by insurance. Soon after the wreck occurred a meeting of the various native shippers was convened at a tea house in the French Concession with the object of "finishing" the owners of the steamer in case they refused to recompense them for the loss they had sustained. A document was drawn up, under which shipments in any of Messrs. Butterfield and Swire's steamers was prohibited till the claims were satisfied, and all present signed this document with the exception of two, who were sufficiently bold to point out the arbitrary nature of the course the majority had decided to take, and persuasion and threats did not induce them to sign the deed. More vigorous measures were then resorted to, and the two men were the victims of a dastardly assault—very much to their credit, and as they would not even then comply with the request of their assailants, they were ejected from the meeting. As to the course the proceedings took subsequently, we have not been able to learn.—*Courier*.

HOW A MANAGER CONTRIVED TO RESTRAIN A BUMPY SINGER.

A manager, says the *London Society*, ought to possess, 1.—The diplomacy of a Talleyrand, in order to get rid, politely, of petitioners for private boxes, importunate authors, patrons of ballet maidens, fanatic composers, starters of phenomena and producers of stars; 2.—The stoicism of a Brutus, to resist the caprices and pretensions of the crowd, both feminine and masculine, assembled behind the scenes; 3.—The self denial of St. Anthony, to withstand the seductions of his actresses, and also the nose of St. Anthony's companion, to scent out promising attractions, possible celebrities, and whatever will draw a crowd. The patience of Job, to support the demands of the public, the snarling critics and the jealousy of rivals and competitors. The most knowing managers are naturally those who have previously served in the dramatic ranks themselves. One of these, an extensor, who had made his fortune, and who, during his vocal career, by his hoarseness, his demands and his caprices had driven his employer half crazy, became, when he took a theatre on his own account, the severest of taskmasters and manager of men, but very rarely to their advantage. He would suffer no pointing out, or indispositions. The most trifling negligence was punished by heavy fine. The least infraction of the terms of an engagement was met by legal proceedings—by gentlemen, if necessary.

A MANAGER CONTRIVED TO RESTRAIN A BUMPY SINGER.

In 1863, when he took in hand the direction of the theatre of L., the municipality imposed on him the condition of engaging the tenor Oswald, whose talent was remarkable—especially for singing laments at will. When Oswald took it into his head that he would not sing, he gave himself a fever by means of needles to describe, but sufficiently mysterious to puzzle the actors.

But the cunning old singer, who knew all the tricks of his trade, took his precautions in consequence. Every evening when Oswald sang he dressed up a good looking supernumerary in exactly the same costume as the sickle tenor, with orders to make himself conspicuous behind the scenes until the close of the performance. The constant presence of this subsidiary personage soon grew into an actual annoyance to Oswald. So one evening, between two acts, at the "Muetto," he asked his manager, "Who is that fellow dressed up exactly like me, who always sticks himself in the way every night I sing? What does he do here?" "He is your double—your substitute." "For what purpose? on what account? To take your place in case of need. Your health is so delicate; you may at any day have a fever fit, or be seized with sudden hoarseness. I don't want to be placed in the cruel necessity of closing the theatre, or returning the money of ten at the doors." "The deuce," said the tenor, slightly flabbergasted, "and scolding him duplicate with side-long looks. "Where did you pick up that musical animal? Has he any talent? Can he sing?" "Divinely! Perfect phrasing! splendid *ad libitum*; pupil of Duprez. I discovered him in Paris. But you shall judge for yourself the first evening you feel a little out of sorts. He knows all your parts, and can take them at a minute's warning. We shall hear him quietly in my managers' box."

During the eight months that the season lasted Oswald had neither a single line of voice nor the slightest touch of fever.

To-day's Advertisements.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE.

BETWEEN TO-DAY and MONDAY First-class Fare to, MACAO and BACK will be \$3, Second-class \$1.50.

By Order, P. A. DA COSTA, Secretary. [124]

TENDERS are invited for BUILDING WOODEN LIGHTERS from 60 to 100 Tons Burden—Light Draught. Also WOODEN TUG BOAT 40 Horse-Power, 20 feet Beam, and 8 feet Draught. Specifications, etc., not later than TO-DAY, 10th instant, to:

CAPTAIN FRYER, Care of DUNN, MELDRE & Co. Hongkong, 9th February, 1883. [129]

ROYAL ITALIAN OPERA.

THEATRE ROYAL, CITY HALL, HONGKONG.

IN consequence of the break-up of the above Company, Signora and Signor PETROVICH beg to announce

A PERFORMANCE FOR TUESDAY EVENING, THE 13TH INSTANT, When will be produced

DONIZETTI'S GRAND OPERA "LUCIA DI LAMMERMOOR."

Between the 1st and 2nd Acts MAESTRO GORE will play on the Piano-forte a Grand Fantasia.

Between the 2nd and 3rd Acts Signora and Signor PETROVICH will sing the Grand Duo "GUARANY" OF MAESTRO GOMEZ.

Signor and Signora PETROVICH would respectfully ask the Public of Hongkong for a Share of their Patronage to enable them to secure a passage home.

DRAMATIS PERSONE: LUCIA ... Signora PETROVICH. EDGARDO ... Signor PETROVICH. ENRICO ... Signor CIOCCHI. ARTURO ... Signora SILINI. RAIMONDO ... Signor ARIGONI. ALISA ... Signora DEBOLINA.

Seats may be booked at Messrs. KELLY & WALSH's, where a Plan of the Theatre is now on view.

Hongkong, 10th February, 1883. [132]

"WAI SAN YAT PO."

A CHINESE DAILY NEWSPAPER with a wide circulation in the Colony and at the Coast Ports, at the Moderate Subscription of FOUR DOLLARS per Annum. It is an excellent medium for ADVERTISERS at Strictly Moderate Charges. Guaranteed circulation of over 1,000 Copies. Communications to be addressed to the Proprietor,

LUK KE SHUN, No. 9, Gough Street. Hongkong, 10th February, 1883. [133]

HONGKONG RACES, 1882. NOW READY, PRICE 25 CENTS.

A COMPLETE REPORT OF THE HONGKONG RACE MEETING OF 1882, IN PAMPHLET FORM, REPRINTED FROM

THE "HONGKONG TELEGRAPH" As only a limited number has been printed, orders should be sent without delay to the "HONGKONG TELEGRAPH" OFFICE, No. 6, Peddar's Hill. Hongkong, 5th February, 1883.

F. D. GUEDES.

WINE MERCHANT AND GENERAL COMMISSION AGENT. No. 5, D'AGUIAR STREET.

HAS always on hand a large assortment of CHOICE WINES of the best quality, at Moderate Prices. Hongkong, 2nd October, 1882. [663]

A H. O. Y. HOY LEE. MERCHANT TAILOR, HAT, & CAP MAKER.

HAS for Sale, every description of Gentlemen's Scarves, Collars, Ties, Socks, Hats, &c., &c. Dealer in Chinese Silks of all kinds. Bamboo Baskets, Matting of own Manufacture. China Trunks, in bamboo cases, Rattan Chairs, Silk Coats a Specialty, a perfect fit and best material guaranteed.

No. 112, QUEEN'S ROAD CENTRAL. Hongkong, 16th May, 1882. [347]

THE CITY OF MANILA CIGAR STORE. HAS FOR SALE

CIGARS of all Brands, Imperiales, Caballeros, Vagueiros, Regalias, Londres, Nuevo Habanos of all makes, quality guaranteed. TOBACCO of all Brands, at moderate prices. FANCY GOODS from the Parisian markets, Meerschaum Pipes, Jewellery of Chaste Designs. Sun Hats, &c., &c. Commission Executed.

JOSE M. BASA, No. 51, B, QUEEN'S ROAD, CENTRAL. Hongkong, 1st May, 1882. [247]

SPECIAL NOTICE TO ADVERTISERS.

SHIPPING FIRMS, INSURANCE COMPANIES, COMMERCIAL HOUSES, AND ADVERTISERS generally are informed that arrangements have now been completed to issue daily in connection with all

ADVERTISEMENTS INSERTED IN THE "HONGKONG TELEGRAPH" A SPECIAL ADVERTISEMENT SHEET FREE OF CHARGE.

At the scale of charges in the *Hongkong Telegraph*, which has a guaranteed circulation of FIVE HUNDRED COPIES

is fixed at an exceedingly low rate, the attention of Advertisers is directed to the many advantages offered by this journal as a General Advertising Medium, and the support of the Mercantile Community, and the public generally is respectfully solicited.

KELLY & WALSH—HONGKONG. Hongkong, 1st January, 1883.

Intimations.

KELLY & WALSH.

HAVE JUST RECEIVED THE FOLLOWING NEW CABINET PHOTOGRAPHS.

THE QUEEN. PRINCE OF WALES. PRINCESS OF WALES. PRINCE ALBERT VICTOR. PRINCE GEORGE. THE EMPEROR OF RUSSIA. THE POPE. THE EMPEROR OF GERMANY. FOUR GERMAN EMPERORS. KING OF SPAIN. CARDINAL MANNING. CARDINAL NEWMAN. MR. GLADSTONE. MR. JOHN BRIGHT. LORD CHAMBERS. MARQUESS OF SALISBURY. MR. HENRY IRVING. COUNTESS OF DUDLEY. COUNTESS OF LONSDALE. COUNTESS OF GROVESNOR.

MRS. LANGTRY, SEVERAL POSITIONS. MRS. WORTH. MISS EVELINE RAYNE. MISS MAUDE BRANSTOMBE. MISS DULIN. MISS GRAHAM AND MISS DULIN. MISS PULLEN. MRS. DURHAM. MISS FLORENCE ST. JOHN. MRS. L. COOTE. MISS CALHOUN. MISS MABEL BEAUFORT. MISS MABEL BEAUFORT & MISS BESSIE BELL. MISS VIOLET CAMERON. MRS. NEWTON. MISS FANNY DAVENPORT. MISS ADA WILSON. MRS. MARINI. MISS CONNIE GILCHRIST. MISS FORTESCUE IN "PATIENCE."

WORKS OF UTILITY AND REFERENCE. 40 CENTS EACH.

Law of Banking. Law of Horses. Law of Master and Servant. Law of Trustees. Law of Bills, Cheques and I O U's. Handy Book of Public Meetings. Law of Registration of Trade Marks. Law of Joint Stock Companies. Law of Private Trading Partnership. Tourists' French Pronouncing Hand Book.

The Secretary's Assistant. Familiar English Quotations. The Handy Book of Synonyms. Familiar French Quotations and Proverbs. Dictionary of Mythology. Dictionary of Daily Blunders. Handy Classical Dictionary. Familiar Latin Quotations. Dictionary of English Proverbs.

KELLY & WALSH—HONGKONG.

[559]

For Sale.

F. BLACKHEAD & CO. SHIPCHANDLERS, STORE-KEEPERS AND GENERAL COMMISSION AGENTS, PRAYA CENTRAL.

HAVE RECEIVED EX LATEST ARRIVALS. AMERICAN CAST STEEL SHOVELS. PICKS.

AXES. HATCHETS. ENGINEERS' & HOUSEHOLD HAMMERS. PATENT BIT-BRACES. AUGER-BITS. DRILLS. GIMBLETS. SQUARES.

PATENT BRASS PADLOCKS & CHEST LOCKS. MRS. POTT'S PATENT SADRONS. COOKING STOVES. FAIRBANK'S SCALES. FORCE PUMPS FOR SHIPS' USE. DRILLING MACHINES. BREAST DRILLS, AUTOM. BORING TOOLS.

ANVILS, VICES, AND DRILLS COMBINED. ANVILS. VICES. HITCHCOCK'S PATENT LAMPS. GLASS CUTTERS. SCROLL SAWS. FAMILY GRINDSTONES. BLACKSMITHS' BELLOWS. &c., &c., &c.

BEST WHITWORTH'S STOCK AND DIES. SCREW WRENCHES. PLANE IRONS. CHISELS. HAMMERS. PINCERS. NIPPERS. DIVIDERS.

RULES. METAL SCISSORS. METAL SAWS. TUBE EXPANDERS. OIL-FEEDERS. OIL CANS. SALTER'S SPRING BALANCE SCALES. WESTON'S PATENT TACKLES. PATENT SOCKETS. DISTRESS SIGNALS. HOLMES' PATENT SIGNAL LIGHTS. FOGHORNS. SIGNAL LAMPS. LIFE BUOYS. LIFE BELTS. BOTTLE WASHING AND CORKING MACHINES. &c., &c., &c.

SPARKLING SCHARZHOFFBERGER. FLENSBURG STOCKBEER. MARIENTHALER BEER. VEUVE CLICQUOT PONSARDIN CHAMPAGNE. Hongkong, 7th October, 1882. [10]

C. L. THEVENIN. WINE AND SPIRIT MERCHANT. HONGKONG HOTEL BUILDINGS. HAS FOR SALE

A FINE ASSORTMENT OF WHITE AND RED BURGUNDIES AT MODERATE PRICES. A Capital AMONTILLADO SHERRY. Assorted LIQUEURS of the best quality. BON BONS, FRENCH PRESERVES, FRESH BUTTER AND CHEESE by Every French Mail, PERFUMERY, &c., &c. Hongkong, 2nd October, 1882. [6]

JUST PUBLISHED. PRICE THIRTY CENTS. THE TYPHOONS OF THE EASTERN SEAS.

BREVET LIEUT. COL. H. S. PALMER ROYAL ENGINEERS. Being a Review of P. de Dechen's Work on the Typhoons of the China Sea. KELLY & WALSH—HONGKONG. Hongkong, 10th November, 1882.

Intimations.

NOTICE. THE GOLDEN SCISSOR, No. 13, POTTINGER STREET.

A. M. ROBIN (LATE OF T. M. LAWSON'S, CALCUTTA.) TAILOR, Shirt and Breeches Maker and General Outfitter. Mr. ROBIN invites Public Patronage and guarantees a perfect fit at Moderate Charges.

N.B.—Note the address. THE GOLDEN SCISSOR, No. 13, Pottinger Street. Hongkong, 8th December, 1882. [797]

STAG HOTEL. QUEEN'S ROAD CENTRAL.

GOOD ACCOMMODATION FOR VISITORS. ENGLISH & AMERICAN BILLIARDS. Tiffin at One o'clock, Dinner at 7 o'clock.

This HOTEL is centrally situated and within easy distance of the principal landing places. 4751 J. COOK, Proprietor.

WILLIAM SCHMIDT & CO. UNMAKERS & AMMUNITION DEALERS, BEACONFIELD ARCADE.

Arms, Ammunition, and Requisites of every description. Arms Repaired, Cleaned, or Converted at moderate charges.

Sporting Guns and Ammunition always on hand. [9]

MR. MOORE begs to recommend his GOGO SHAMPOO WASH to the public as unrivalled by any preparation ever produced for promoting the growth of the hair. The basis of this compound is made of soap root; the natives of the Philippine Islands never use anything else for washing their hair; they are never found bald, and it is quite common to see the females with hair from 5 to 6 feet long. By constantly using this Shampoo Wash as directed, you will NEVER BE BALD.

The proprietor offers the Wash to the public entirely confident that by its restorative properties it will without fail arrest decaying hair. It completely eradicates scurf, dandruff, and cures all diseases of the scalp. It does not contain any poisonous drugs. By its cooling properties it allays the itching and fever of the scalp, which is the great cause of people losing their hair.

Mr. Moore has succeeded in being able to put this wash up in bottles without allowing it to ferment, and he will guarantee it to keep any length of time in any climate.

FOR SALE ONLY BY MOORE & Co., VARIETY STORE, Queen's Road Central. Hongkong, 25th January, 1883. [93]

GUEDES & CO. PRINTERS, STATIONERS, AND BOOKBINDERS, D'AGUIAR STREET.

EVERY KIND OF WORK EXECUTED WITH ACCURACY, NEATNESS, AND DESPATCH. VERY MODERATE TERMS.

SELECTED MATERIALS FOR MARKET REPORTS. Book-binding and Ruling in every style executed at low rates. Workmanship Guaranteed. Hongkong, 23rd August, 1882. [14]

D. K. GRIFFITH. MANUFACTURER OF THE LONDON AERATED WATERS. 7, BEACONFIELD ARCADE, (Opposite the City Hall).

Having Purchased the entire Machinery of the late Mr. E. CHASTEL'S SODA WATER FACTORY is now prepared to execute the largest orders for every description of Aerated Waters with promptness and despatch.

SUPERIOR QUALITY. I S. G. U. A. R. A. N. T. E. E. D. Consumers are invited to try these carefully.

SPARKLING WATERS. THREE DOZEN FOR ONE DOLLAR. All Orders and Communications should be addressed to The Factory, 7, BEACONFIELD ARCADE. Hongkong, 11th April, 1882. [221]

Intimations.

NOTICE.

THE Undersigned has all kinds of House and Ship COAL for Sale in large or small quantities at Moderate Prices. Strong and Commodious small steamers on hire for towing, purposes, Excursions, &c., &c., CHEAPER than any other House in the Trade. Apply to

HING LEE, 37, Tung Man Lane. Hongkong, 12th April, 1882. [227]

T O K E E.

C O A L M E R C H A N T, 18, WING SING LANE, HONGKONG.

KEEPS on hand for Sale all kinds of House and Siam COAL of the best quality, at moderate rates. The "CUM LOONG," "CUM CHOW," "CUM SHUEN," "CUM LEE," "CUM LAUNCHES for Hire at \$3 for 1st hour, \$2 for 2nd and \$1 for 3rd hour. "CUM ON," and "CUM KAI," at \$3 for 1st hour, \$2 for 2nd and \$1 for 3rd hour, according to arrangement. Hongkong, 16th October, 1882. [700]

L I N G S H I N G. BOOT AND SHOE MAKER, No. 5, WELLINGTON STREET, HONGKONG.

THE CHEAPEST SHOP IN THE TRADE. Materials and Workmanship Guaranteed. Special experience in making Gentlemen's RIDING BOOTS. Hongkong, 4th April, 1882. [207]

S U N S H I N G. DEALER IN SILKS.

CANTON and Shanghai Gaures, Crapes Shawls, Lacquered and Ivory Wares, Curios, &c., &c. The best house in the trade for high-class Curios. GOLD and SILVER JEWELRY of the most artistic designs. Engraving Stamps, Seals, &c., &c. The public and Travellers are invited to inspect the show rooms. No. 62, QUEEN'S ROAD, CENTRAL, HONGKONG. Hongkong, 1st May, 1882. [298]

S Z H I N G. TAILOR.

DEALER in all kinds of Drapery, Silk Handkerchiefs, Embroidered Shawls, &c., &c. HAT AND CAP MAKER. Ladies material made up, and a perfect Fit Guaranteed at Moderate Charges. MATTING AND MANILA CIGARS. FOR SALE. No. 76, WELLINGTON STREET, HONGKONG. Hongkong, 12th October, 1882. [691]

C H I E N A M. GOLD AND SILVERSMITH, WATCH MAKER.

Commercial.

THIS DAY.

No share transfers have been reported this morning; but the tone of the market is slightly better all round. Banks are wanted at 193 per cent. premium cum new issue for the end of the month; but no shares are on offer at the rate. Inquiries after China Traders' scrip at 1,610 have not been responded to. Steamboats are in request at 29 per share premium. Ices are wanted at 175 and China Sugars at 200. Other quotations are unchanged.

Since noon a small sale of Banks has been put through at 194 for the end of the month. China Sugars are much firmer in the market, shares having changed hands at \$202 per share, an advance of \$2, and more shares are wanted at the same rate. No other stocks require special mention.

SHARES.
Hongkong and Shanghai Bank—Ex New Issue—157 per cent. premium, buyers.
Hongkong and Shanghai Bank—New Issue—147 per cent. premium—nominal.
Union Insurance Society of Canton—\$1,850 per share, buyers.
China Traders' Insurance Company—\$1,610 per share, buyers.
North China Insurance—Tls. 1,225 per share.
Canton Insurance Company, Limited—\$135 per share.
Yangtze Insurance Association—Tls. 870 per share ex div. buyers.
Chinese Insurance Company—\$220 per share.
On Tai Insurance Company, Limited—Tls. 150 per share.
Hongkong Fire Insurance Company—\$1,150 per share, buyers.
China Fire Insurance Company—\$322 per share, buyers.
Hongkong and Whampoa Dock Company—49 per cent. premium, buyers.
Hongkong, Canton, and Macao Steamboat Co.—\$29 per share ex div. buyers.
China and Manila Steam Ship Company—130 per share, sellers.
Hongkong Gas Company—\$80 per share.
Hongkong Hotel Company—\$126 per share, buyers.
Indo-China Steam Navigation Company, Limited—par. sellers.
China Sugar Refining Company, Limited—\$202 per share, buyers.
China Sugar Refining Company (Debentures)—3 per cent. premium.
Luzon Sugar Refining Company, Limited—\$115 per share, sellers.
Hongkong Ice Company—\$175 per share, buyers.
Hongkong and China Bakery Company, Limited—\$60 per share.
Chinese Imperial Loan of 1878—14 per cent. prem. ex int.
Chinese Imperial Loan of 1881—24 per cent. prem.

EXCHANGE.

ON LONDON.—Bank T.T. 3/7
Bank Bills, on demand 3/7
Bank Bills, at 30 days' sight 3/7
Bank Bills, at 4 months' sight 3/7
Credits, at 4 months' sight 3/8
Documentary Bills, at 4 months' sight 3/8 @ 3/8
ON PARIS.—Bank T.T. 452
Credits, at 4 months' sight 452
ON BOMBAY.—Bank T.T. 223
ON CALCUTTA.—Bank T.T. 223
ON SHANGHAI.—Bank T.T. 721
Private, 30 days' sight 734

OPIUM MARKET.—THIS DAY.

NEW MALWA per picul, \$535
(Allowance, Tals 64.)
OLD MALWA per picul, \$555
(Allowance, Tals 8.)
NEW PATNA (first choice) per chest, \$555
NEW PATNA (second) per chest, \$545
NEW PATNA (without choice) per chest, \$550
NEW PATNA (bottom) per chest, \$557
NEW BENARES (without choice) per chest, \$548
NEW PERSIAN per chest, \$535
OLD PERSIAN per picul, \$320
(Allowance, Tals 32.)

HONGKONG TEMPERATURE.

(FROM MESSRS. FALCONER & CO.'S REGISTER.)
Barometer—P.M. 30.25
Barometer—A.M. 30.25
Thermometer—P.M. 75
Thermometer—A.M. 75
Thermometer—P.M. (Wet bulb) 75
Thermometer—A.M. (Wet bulb) 75
Barometer—P.M. 30.25
Barometer—A.M. 30.25
Thermometer—P.M. 75
Thermometer—A.M. 75
Thermometer—P.M. (Wet bulb) 75
Thermometer—A.M. (Wet bulb) 75

CHINA COAST METEOROLOGICAL REGISTER.

THIS DAY'S TELEGRAMS.
Barometer—Hongkong 30.25, Amoy 30.25, Shanghai 30.25, Manila 30.25
Thermometer—Hongkong 75, Amoy 75, Shanghai 75, Manila 75
Direction of Wind—Hongkong N.E., Amoy N.E., Shanghai N.E., Manila N.E.
Force—Hongkong 3, Amoy 3, Shanghai 3, Manila 3
Dry Thermometer—Hongkong 75, Amoy 75, Shanghai 75, Manila 75
Wet Thermometer—Hongkong 75, Amoy 75, Shanghai 75, Manila 75
Winds—Hongkong N.E., Amoy N.E., Shanghai N.E., Manila N.E.
Quantity Rain—Hongkong 0, Amoy 0, Shanghai 0, Manila 0

Shipping.

ARRIVALS.

VIGILANT, British despatch-vessel, Lieut-Commodore C. Lindsay, 10th February, from Canton.
AGAMEMNON, British steamer, 1,522, Wilding, 10th Feb., Shanghai 7th Feb., General—Butterfield & Swire.
AMAZON, French steamer, 2,804, Macé, 10th Feb., Shanghai 8th February, Mails and General—Messageries Maritimes.

CLEARANCES AT THE HARBOUR OFFICE.

ALEXA, British bark, for Singapore.
Peking, British steamer, for Shanghai.
AGAMEMNON, British str., for Singapore, &c.
Nongparell, British str., for Saigon.
Glenagles, British steamer, for Amoy.
Kvik, Norwegian bark, for Foochow.

DEPARTURES.

February 9, Cashmere, Brit. ship, for Calcutta.
February 10, Yangtze, British str., for Saigon.
February 10, Chinkiang, Brit. str., for Canton.
February 10, Spica, German bark, for Rangoon.
February 10, Yu-yew, Chinese str., for Canton.

PASSENGERS—ARRIVED.

Per *Amazon*, str., from Shanghai.—Mr. and Mrs. Ponomareff, 2 children, and servant, Miss Raymond, Messrs. C. Lucas and servant, A. Young, H. D. C. Forbes and servant, Chen and servant, Chu Taotao and servant, Wai and servant, Heckson, and Chu, for Hongkong.
Per *Salmon*, Mr. V. A. Signin, for Naples.—Mrs. de Luca, 2 children, and servant, for Marseilles.—Messrs. C. W. Seigrist and D. McIntyre.

TO DEPART.

Per *Agamemnon*, str., for Singapore, &c.—6 Europeans and 20 Chinese.
Per *Peking*, str., for Shanghai.—130 Chinese.
Per *Glenagles*, str., for Amoy.—7 Europeans.

REPORTS.

The British steamship *Agamemnon* reports left Shanghai on the 7th instant. Had moderate monsoon and fine weather.

VESSELS ARRIVED IN EUROPE FROM PORTS IN JAPAN, CHINA, AND MANILA.

Holstein (s).....Nagasaki.....Dec. 9
Leique (s).....Manila.....Dec. 11
Pembroke (s).....Shanghai, &c.....Dec. 13
Glenagles (s).....Shanghai.....Dec. 13
Electra (s).....Japan.....Dec. 17
Jason (s).....Shanghai.....Dec. 18
Diomed (s).....Shanghai.....Dec. 19
Barcedona (s).....Manila.....Dec. 22
Hector (s).....Shanghai.....Dec. 23
Mendula (s).....Shanghai.....Dec. 28
Massalia (s).....China.....Dec. 29

VESSELS EXPECTED AT HONGKONG.

(Corrected to Date.)
Annina.....New York.....July 11
Marianne.....Cardiff.....July 12
Nieuwe Waterweg.....Hamburg.....Sept. 5
Fleulin.....Sunderland.....Sept. 6
Phoenix.....Hamburg.....Sept. 12
Heinrich.....Cardiff.....Sept. 17
Emma T. Crowell.....New York.....Oct. 2
Lucia.....London.....Oct. 13
Adolph.....Hamburg.....Oct. 15
Wandering Jew.....Cardiff.....Oct. 20
Adele.....Cardiff.....Oct. 21
Auguste.....Newport.....Oct. 24
Annie J. Marshall.....New York.....Nov. 3
Inca.....Hamburg.....Nov. 21
Dato.....Liverpool.....Nov. 30
A. and W. C.....Liverpool.....Nov. 30
Anchises (s).....London.....Dec. 16
Maria Magdalena.....Hamburg.....Dec. 19
Vanice (s).....Cardiff.....Dec. 21
Bothwell Castle (s).....London.....Dec. 28

MAILS EXPECTED.

THE FRENCH MAIL.
The M. M. steamer *Pitho*, with the next French mail, passed Cape St. James on Thursday, the 8th instant, and may be expected here on or about Monday, the 12th.

THE AMERICAN MAIL.

The O. & S. S. Co.'s steamer *Arable*, with the next American mail, left Yokohama on Thursday, the 8th instant, at daylight, and may be expected here on or about Wednesday, the 14th.

STEAMERS EXPECTED.

The O. S. S. Company's steamer *Anchises* left Singapore on the 2nd instant, and is due here on the 10th.
The O. S. S. Co.'s steamer *Cyclops* left Singapore on the 3rd instant, and is due here on or about the 11th.
The steamship *Hungarian* left Sydney for Hongkong via Queensland Ports, on the 19th ultimo, and may be expected to arrive here on or about the 14th instant.
The E. & A. S. S. Co.'s steamer *Bowen* left Sydney on the 20th ultimo, and is due here on or about the 14th instant.
The steamer *Bothwell Castle* left Singapore on the 9th instant, and may be expected to arrive here on or about the 16th.
The steamer *Continent* left Singapore on the 9th instant, and is due here on or about the 16th.
The N. L. S. N. Co.'s steamer *Camorta* left Batavia on the 12th instant, and may be expected here on or about the 17th.
The steamer *Tanandava* left Sydney on the 3rd instant, and may be expected to arrive here about the 27th.

SHIPPING IN HONGKONG.

STEAMERS.

ALBAY, British steamer, 366, F. D. Goddard, 7th Feb., Taiwan 4th February, and Amoy 5th, General.—D. Lapraik & Co.
BELLONA, German steamer, 780, W. Schaefer, 7th Feb., Saigon 29th January, Rice—Siemens & Co.
CITY OF PEKING, American steamer, 5,070, Berry, 9th Feb., San Francisco 10th January, and Yokohama 4th February, General—Siemens & Co.
CRUSADER, British steamer, 627, T. Rowin, 13th November, Saigon 7th November, Rice—Chong Wo Cheang.
DALE, British steamer, 644, E. Allison, 2nd Jan., Bangkok 15th December, Rice and General—Yuen Fat Hong.
DECIHA, German steamer, 1,151, S. Oestmann, 2nd Feb., Saigon 29th Jan., Rice—Geo. R. Stevens & Co.—Cosmopolitan Dock.
DIAMANTE, British steamer, 1,174, R. F. Cullen, 9th Feb., Manila 6th February, General—Russell & Co.—Kowloon Dock.
ESMERALDA, British steamer, 393, G. Wright, 6th Feb., Amoy 5th February, Bricks—Russell & Co.
FAME, British steamer, 117, Stopani, (supplying) Hongkong and Whampoa Dock Co.
FOKIAN, British steamer, 509, Abbott, 6th Feb., Singapore 24th January, Kudat 30th, and Saurabha 1st Feb., Timber—D. Lapraik & Co.
GLENAGLES, British steamer, K. J. Gasson, 7th Feb., London 22nd Dec., and Singapore 31st January, General—Jardine, Matheson & Co.

HONGKONG—STEAMERS.

GLENAGLES, British steamer, 894, J. S. Speechly, 14th Jan., Saigon 6th January, Rice—Tung Kee.—Abenden Dock.
HAIRAN, British steamer, 283, Connor, 6th Feb., Hoihow 4th Feb., General—Along.
HIMALAYA, British steamer, 114, W. R. Beedle, 24th Jan., Yokohama 11th January, and Nagasaki 24th, 300 tons coal, and 500 tons General—Butterfield & Swire.—Kowloon Dock.
JAPAN, British steamer, 2,440, F. F. Flack, 1st Feb., Calcutta 17th Jan., Penang 23rd, and Singapore 25th, Opium and General—D. Sassoon, Sons & Co.
KHIVA, British steamer, 1,419, P. Homis, 6th Feb., Bombay 17th January, General—P. O. S. N. Co.
KWANTUNG, British steamer, 674, M. Young, 8th Feb., Foochow 5th Feb., Amoy 6th, and Swatow 7th, General—D. Lapraik & Co.—Cosmopolitan Dock.
LENNON, British steamer, 1,337, Scott, 1st Feb., Calcutta 17th Jan., Sand Heads 18th, Penang 23rd, and Singapore 26th, General—Jardine, Matheson & Co.
LIDO, British steamer, 620, T. Lewis, 8th Feb., Bangkok 29th February, Rice.—Hop Hing.
LUZON, Spanish steamer, 321, Willamil, 27th Jan., Sual 23rd January, Ballast—Remedios & Co.—Kowloon Dock.
MEATH, British steamer, 1,337, John Johnson, 8th Feb., Sydney 12th Jan., and Port Darwin 27th, and Amoy 30th, Coals and General—Geo. R. Stevens & Co.
MEMORIAL, British str., 1,245, G. W. Read, 8th Feb., London 9th Dec., and Singapore 31st Jan., General—Adamson, Bell & Co.
MINARD CASTLE, British steamer, 1,596, R. Sinner, 24th Jan., Nagasaki 27th January, Coals—Adamson, Bell & Co.
MINDANAO, Spanish steamer, 623, Fryer, 5th Feb., Manila 2nd February, General—Dunn, Melbye & Co.
NAMO, British steamer, 862, Westoby, 7th Feb., Foochow 4th February, Amoy 5th, and Swatow 6th, General.—D. Lapraik & Co.
PEKING, British steamer, 954, G. H. Drewes, 8th Feb., Canton 7th February, General—Siemens & Co.
PINGO, British steamer, 574, McCaslin, 12th Jan., Pakhoi, and Hoihow 11th Jan., General—Russell & Co.—Cosmopolitan Dock.
SALTIE, French steamer, 323, Bird, 7th Feb., Hoihow 6th Feb., General—Shing Loong.
STAMBOUL, French steamer, 1,487, E. Maigre, 6th Feb., Marseilles 17th Dec., Port Said, Suez, Aden, Colombo, Singapore, and Saigon 1st February, General—Adamson, Bell & Co.
TAIWAN, British steamer, 1,109, Alfred Williams, 28th January, Glasgow 8th December, and Singapore, General—Butterfield & Swire.
TANAI, French steamer, 1,750, Drujon, 9th Feb., Yokohama 3rd Feb., General—Messageries Maritimes.
ULYSES, British steamer, 1,560, Thompson, 6th Feb., Shanghai 3rd February, General—Butterfield & Swire.
VLADIVOSTOK, Russian steamer, 676, Chmelovsky, 6th Feb., Saigon 1st February, Rice—Melchers & Co.
VOLMER, Dutch steamer, T. Hintzelmann, 9th Feb., Portland, via Departure Bay, and Esquimalt 1st January, Coals—Russell & Co.
YANGTZE, British steamer, 719, Casson—Siemens & Co.
YOUTUNG, British steamer, 286, H. Kennett, June 23rd, Quanghai 19th June, General—Kwok Acheong & Sons.

SAILING VESSELS.

ALDEN BESSIE, American bark, A. Noyes, 22nd Dec., Portland, Oregon 12th Nov., Spars.—Melchers & Co.
ALEXA, British bark, 425, Robby, 16th Jan., Wellington, New Zealand 26th November, General—Adamson, Bell & Co.
ALVA, Portuguese bark, 612, E. de Souza, 12th Jan., Rajahm 9th Dec., Timber—Brandao & Co.
ANTONETTE, British bark, 1,014, E. T. Bunje, 6th January, Manila 27th December, Ballast—Order.—Kowloon Dock.
ANTON GUNTHER, German bark, 441, F. Steinbrugg, 8th Feb., Singapore 13th Dec., Timber—Melchers & Co.
BARBAROSSA, German ship, 1,313, R. Kausch, 12th Jan., Cardiff 4th August, Coal—Melchers & Co.
BEATRICE, British schooner, 66, Williams, 17th Jan., Guap 7th January, Copra—Captain.
BILLY SIMPSON, British bark, 432, Brown, 9th Dec., Cebu 26th Nov., General—Master.
B. P. CHENEY, American ship, 1,322, C. E. Humphreys, 5th Feb., Cardiff 9th Sept., Coal—P. & O. S. N. Co.
CASHMERE, British ship, 1,238, F. A. Lohrath, 17th Jan., Newcastle 24th Nov., Coal—Master.
CHADRONAGOR, Siberian bark, 682, Mercier, 6th Feb., Manila 27th Jan., Ballast—Carlowitz & Co.
CHAS. G. RICE, American bark, 715, A. W. Smart, 12th Jan., Newcastle, N.S.W., 18th November, Adamson, Bell & Co.
COLOMA, American bark, 853, Noyes, 5th Jan., Portland, Oregon 8th November, Lumber—Melchers & Co.
CONQUEST, American bark, 516, Carina, 20th Nov., Newcastle 22nd Sept., Coal—Russell & Co.
CYPRUS, British ship, 1,392, Johnston, 11th Jan., Middlebro 4th August, Iron—Russell & Co.
C. B. HAZELTINE, American bark, 880, W. Gilkey, 4th Feb., Rio de Janeiro 9th Oct., Petroleum—Russell & Co.
DAMIEL, German bark, 417, P. Vogt, 14th Jan., Hamburg 27th July, General—Melchers & Co.
DEUTCHLAND, German ship, 838, R. Kart, 7th Feb., Cardiff 25th September, Coal—Messageries Maritimes.
DORA, German ship, 1,259, H. Meyer, 22nd November, Cardiff 1st July, Coal—Arnhold, Karberg & Co.
DOROTHEA, German ship, 1,016, G. Mehloose, 8th Feb., Cardiff 4th Oct., Coal—Siemens & Co.
ERL KONIG, German bark, 456, A. Naunach, 27th Nov., Newchwang 16th Nov., Beans—Siemens & Co.
ESMERALDA, German bark, 788, H. Brock, 11th Jan., Hamburg 10th August, General—Melchers & Co.
FANO, Danish brig, 227, M. N. Mortensen, 3rd Feb., Cebu 18th January, General—Ed. Schellhaas & Co.
GERD HEYE, German bark, 576, E. Lodewigs, 8th Feb., Newcastle, N.S.W., Coal—Ed. Schellhaas & Co.
GLENVUE, British 3-m. schooner, 283, D. Thompson, 12th Jan., Manila 9th Dec., General—Wielor & Co.
GUARDIAN, American ship, 1,124, Fletcher, 3rd Feb., Newcastle, N.S.W., 8th Dec., Coals—Arnhold, Karberg & Co.
HANS, German bark, 313, A. Thomson, 12th Jan., Chefoo 1st January, General—Wielor & Co.
HERBERT BLACK, American bark, 575, Treat, 14th Dec., Nagasaki 5th Dec., Coal—Russell & Co.
HERMANN, German bark, 453, W. Fene, 14th Dec., Chefoo 28th Nov., General—Wielor & Co.

HONGKONG—SAILING VESSELS.

(Continued.)

HIERONIMO, German bark, Ipland, 2nd Feb., Tourn 19th Jan., Coals—Wielor & Co.
INGEBURG, German bark, 786, H. Ipland, 27th Jan., Manila 19th Jan., Ballast—Wielor & Co.
JAMES G. PENDLETON, American bark, 938, B. J. Colcord, 12th Jan., Nagasaki 3rd Jan., Coal—Russell & Co.
JOHN SMITH, Amer. bark, 564, O. Kustel, 22nd Jan., Shanghai 18th January, Ballast—Russell & Co.
JUNO, German bark, 517, H. C. Breckwold, 29th Nov., Hamburg 22nd July, General—Melchers & Co.
KVR, Norwegian bark, 417, Larsen, 3rd Feb., Copenhagen 28th Jan., Teakwood—Siemens & Co.
LIVINGSTONE, German bark, 511, H. Steffens, 14th Jan., Honolulu 12th December, Ballast—Siemens & Co.
LOUISA, German 3-m. sch., 245, Schierloch, 2nd Jan., Whampoa 31st Dec., General—Ed. Schellhaas & Co.
MARIE, Ger. bk., 466, A. Weinronsky, 19th Jan., Hamburg 5th Sept., General—Siemens & Co.
MARY WHITRIDGE, American ship, 862, Geo. Freeman, and Feb., New York 14th Sept., Kerosene Oil—Kutz Bros.
NONPAREIL, British bark, 399, E. Finlayson, 9th November, Newchwang 30th Oct., Beans—Chong Woo.—Kowloon Dock.
PRESIDENT SIMON, British bark, 1,235, G. Scarlett, 31st Jan., Manila 23rd January, Ballast—Jardine, Matheson & Co.
PRINTEMPS, French bark, 277, Galland, 4th Feb., Whampoa 3rd February—Carlowitz & Co.
SOPHIES, British ship, 1,190, Alex. Smith, 4th Feb., Sydney 5th Dec., Coal—Adamson, Bell & Co.
PROFESSOR NORDENSKJOLD, Norwegian 3-m. sch., 453, E. Jensen, 5th Feb., Newcastle, N.S.W., 21st December, Coal—Russell & Co.
TRI SINA, Austrian bark, 839, G. Cemkovich, 4th Feb., Newcastle, N.S.W., 19th Dec., 1,117 tons Coal—Siemens & Co.
WESER, German bark, 916, H. Hellmers, 11th Jan., Cardiff 9th September, Coal—Order.

CANTON.

CHINKIANG, British steamer, 709, S. M. Or, 9th Feb., Shanghai 6th Feb., General—Siemens & Co.
FU-YEW, Chinese steamer, 920, Barfoot, 9th Feb., Shanghai 6th February, General—C. M. S. N. Co.
POSANG, British steamer, 967, Irwin, 7th Feb., Shanghai 4th February, General—Jardine, Matheson & Co.

RIVER STEAMERS.

Hankow, British steamer, 2,235, Ogston.—Butterfield & Swire.
Ho-nan, British steamer, 1,377, T. Benning.—Hongkong, Canton, and Macao Steamboat Co.
Kiang-ping, Chinese steamer, 360, Holmes.—C. M. S. N. Co.
Kiu-kiang, British steamer, 617, A. Benning.—Hongkong, Canton, and Macao Steamboat Co.
Klung-chow, British steamer, 159, Goggin.—Hongkong, Canton, and Macao Steamboat Co.
Powan, British steamer, 1,809, Hoyland.—Hongkong, Canton, and Macao Steamboat Co.
Spark, British steamer, 140.—Hongkong, Canton, and Macao Steamboat Co.
White Cloud, British steamer, 527.—Hongkong, Canton, and Macao Steamboat Co.
Yot-sai, British steamer, 180, Lefavour.—Hongkong, Canton, and Macao Steamboat Co.

AMOI.

In Port on 6th February, 1883.
Alex. Newton, British bark, 308 (Newson)—Boyd & Co.
Androllos, British bark, 400 (Murray)—Boyd & Co.
Chloris, German bark, 334 (Matzen)—H. A. Petersen & Co.
Francisca, German bark, 368 (Jessen)—H. A. Petersen & Co.
Frolich, German brig, 360 (Moller)—Pasdag & Co.
Helene, German bark, 263 (J. Rieck)—H. A. Petersen & Co.
Kjoberhavn, Danish bark, 353 (Magleby)—H. A. Petersen & Co.
Louise, American schooner, 280 (Lawrence)—H. A. Petersen & Co.
Sophie, Swedish bark, 280 (Pehrsson)—H. A. Petersen & Co.

FOOCHOW.

In Port on 5th February, 1883.
Peter, German schooner, 207 (Moller)—Kaw Hong Take & Co.

SHANGHAI.

In Port on 6th February, 1883.
Anglo-Indian, British bark, 444 (Graham)—Drysdale, Ringer & Co.
Annina, Italian bark, 999 (Basso)—C. & J. Trading & Co.
Blackadder, British brig, 963 (Swensen)—Russell & Co.
Channel Queen, British bark, (Lacheur)—Chapman, King & Co.
Charles, British bark, 359 (Schroder)—Nils Moller.
Ching-tai, Chinese bark, 472 (Taylor)—C. M. S. N. Co.
Cubana, British bark, 499 (Howard)—Jardine, Matheson & Co.
Dorothy, British bark, 310 (Cros)—Drysdale, Ringer & Co.
Earl of Elgin, British bark, 979 (Morrison)—Farnham & Co.
Emma, German schooner, 219 (Michelsen)—Ed. Schellhaas & Co.
Ernst, German bark, 664 (Pundt)—Captain.
Escort, American bark, 636 (Waterhouse)—Russell & Co.
Guiding Star, British bark, 311 (Schlitzer)—Mackenzie & Co.
Hedvig, British bark, 375 (Davey)—Nils Moller.
Hilda, British bark, 366 (Hemmingsen)—Nils Moller.
Ino, German bark, 344 (Bohnen)—F. A. Buchwald.
John Potts, British bark, 373 (Brown)—Morris & Co.
Kolga, British bark, 541 (Kloeth)—Russell & Co.
Marie Berg, German bark, 536 (Hindricks)—Captain.
Minna, French bark, 456 (Davey)—Nils Moller.
Napier, British ship, 992 (Cunningham)—Melchers & Co.
Omega, British bark, 480 (Cargill)—Morris & Co.
Pella, British bark, 340 (Downie)—Mackenzie & Co.
Perle, British bark, 400 (Krusse)—Nils Moller.
Sierra Nevada, American ship—Winer & Co.
Southern Chief, American ship, 1,283 (Higgins)—C. & J. Trading Co.
Stout, Norwegian bark, 581 (Hennester)—Chapman, King & Co.
Tetsu, British bark, 458 (Hyne)—F. A. Buchwald.
Thyra, British bng, 255 (Jones)—Forester & Co.
Velocity, British bark, 490 (Martin)—Morris & Co.

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Albatross, screw sloop, 4 guns, Commander Errington, Hongkong.
Audacious, double-screw iron frigate, Captain R. E. Tracey, Hongkong.
Champion, corvette, 14 guns, Captain Russell S. G. Pasley, Singapore.
Cleopatra, corvette, 14 guns, Captain Hippley, Shanghai.
Curacoa, corvette, 14 guns, Captain S. Long, Yokohama.
Daring, composite sloop, 4 guns, Commander F. J. J. Elliott, Kobe.
Encounter, steam corvette, 14 guns, Captain G. Robinson, Manila.
Esk, double-screw gunboat, 3 guns, in reserve, Hongkong.
Flying-Fish, sloop, 4 guns, Lieut.-Commander Hoskey, Hongkong.
Fly, double-screw gun-vessel, 4 guns, Commander J. Hope, Singapore.
Foxhound, gunboat, 4 guns, Lieut.-Commander McQuhae, Sandakan.
Kestrel, double-screw gun-vessel, 4 guns, Commander E. Hotham, Amoy.
Lily, screw gun-vessel, 3 guns, Commander Evans, Singapore.
Maggie, surveying vessel, 4 guns, Lieut.-Commander Carpenter, Nagasaki.
Midge, double-screw gun-vessel, in reserve, Hongkong.
Moonen, gunboat, 4 guns, Lieut.-Commander J. H. Corfe, Yokohama.
Pegasus, sloop, 6 guns, Commander E. F. Day, Hongkong.
Sheldrake, gunboat, 4 guns, Lieut.-Commander M. Bridge, Shanghai.
Swift, double-screw gun-vessel, 5 guns, Commander Collins, Canton.
Tweed, double-screw gunboat, 3 guns, in reserve, Hongkong.
V. Emanuel, receiving ship, 20 guns, Commodore Cuming, Hongkong.
Vigilant, paddle despatch-vessel, 2 guns, Lieut.-Commander C. Lindsay, Hongkong.
Wivern, turret-ship, 4 guns, in reserve, Hongkong.
Zephyr, gunboat, 4 guns, Lieut.-Commander Pollard, Shanghai.

FOREIGN MEN-OF-WAR ON THE CHINA STATION.

Abreck, Russian gunboat, 7 guns, Captain Schanz, Chefoo.
Adonis, French gunboat, 5 guns, Commander Caillard, Saigon.
Africa, Russian corvette, 8 guns, Captain Alexeyeff, Singapore.
Alert, American corvette, 4 corvette, Commander Kempff, Kobe.
Ashuelot, American corvette, 6 guns, Commander H. E. Mullen, Amoy.
Duke of Edinburgh, Russian ironclad, Captain de Giers, Manila.
Elizabeth, German corvette, 15 guns, Captain Hollmann, Nagasaki.
Ermak, Russian transport, Captain Kolichau, Nagasaki.
Gornostai, Russian gunboat, 7 guns, Commander Stark, Vladivostok.
Gravina, Spanish cruiser, Don José Quesada, Manila.
Ilits, German gunboat, 8 guns, Commander Klaus, Amoy.
Kersaint, French corvette, Commander Beaumont, Hongkong.
La Victorieuse, French frigate, 14 guns, Captain de la Batie, Hongkong.
Lutin, French gunboat, 4 guns, Commander Rouvier, Hongkong.
Monocacy, American gunboat, 6 guns, Commander C. S. Cotton, Nagasaki.
Morge, Russian gunboat, 7 guns, Commander Katsunori, Japan.
Nepos, Russian gunboat, 7 guns, Commander Valeront, Chefoo.
Palao, American corvette, 6 guns, Lieut.-Commander Green, Kobe.
PLASTON, Russian corvette, 8 guns, Captain Poliansky, en route Saigon.
Richmond, American frigate, 14 guns, Captain Skerrett, Hongkong.
Sobol, Russian gunboat, 7 gunboat, Commander Boyle, Vladivostok.
St. Petersburg, Russian transport, 6 guns, Captain Sidenere, Vladivostok.
Stosch, German corvette, 19 guns, Captain von Blang Amoy.
Tamega, Portuguese gunboat, Commander da Costa Cabral, Macao.
Tongous, Russian gunboat, Commander Heck, Singapore.
Velasco, Spanish cruiser, Captain J. M. Warte, 7th Feb., Manila 3rd February.
Vestnik, Russian cruiser, Commander Avelan, en route Singapore.
Villars, French corvette, 15 guns, Captain M. Dewatre, Shanghai.
Vostok, Russian gunboat, 4 guns, Commander Molchonsky, Japan.
Wolf, German gunboat, 4 guns, Commander Strauch, Chefoo.

CANTON GUNBOAT SQUADRON.

An-lan, Viceroy's gunboat, 7 guns, Lin Kuo Ch'ang, Hongkong.
Chee-hing, Revenue cruiser, 2 guns, Chinese Captain, Canton.
Chen-to, Viceroy's gunboat, 7 guns, J. Stewart, Canton.
Chen-jui, Revenue cruiser, 3 guns, Chinese—Hongkong.
Ching-on, Revenue cruiser, 2 guns, Chung Wing Fal, Canton.
Ching-ting, Viceroy's gunboat, 4 guns, F. Bessard, Hongkong.
Chop-chung, Revenue cruiser—Li Tack Ming, Canton.
Chop-sai, Viceroy's gunboat, Chang, on a cruise.
Hsi-chang-ching, Revenue cruiser, 3 guns, Wu Jui Chang, Hongkong.
Hsi-king-ching, Viceroy's gunboat, 3 guns, Chen Liang Chieh, Hongkong.
Hsi-tung-hung, Viceroy's gunboat, Leung Yin Ting, Canton.
Hua-shan, Viceroy's gunboat, 2 guns, H. J. Fauch, Canton.
Li-shih, Revenue cruiser, 3 guns, Chinese, Canton.
Peng-chao-hai, Revenue cruiser, 4 guns, Chow Shoi, Hongkong.
Quang-on, Viceroy's gunboat, 4 guns, Lie Ping Tie, Canton.
Sheen-chi, Revenue cruiser, 5 guns, San Tsung Tai, Canton.
Sui-tung, Viceroy's gunboat, 4 guns, J. E. Murray, Hoi Ling Shan.
Tehing-on, Viceroy's gunboat, 2 guns, Chinese—Admiral, Bogus Forts.
Tehing-po, Viceroy's gunboat, 3 guns, Chinese—Bogus Forts.
Tehing-tung, Revenue cruiser, 4 guns, Chun Ti Hu, West Coast.
Ting-po, Viceroy's gunboat, 6 guns, A. Cameron, Canton.
Yi-hu, Viceroy's gunboat, 3 guns, Chinese—Canton.
Yu-min, Viceroy's gunboat, 3 guns, J. J. Yau, Canton.

Post Office.

A MAIL WILL CLOSE.

For Straits and London.—Per *Agamemnon*, to-day, the 10th instant, at 4.30 P.M.
For Saigon.—Per *Whampoa*, to-day, the 10th instant, at 4.30 P.M.
For Hoihow and Haiphong.—Per *Salter*, to-day, the 10th instant, at 5 P.M.
For Amoy and Shanghai.—Per *Glenagles*, to-day, the 10th instant, at 5 P.M.
For Swatow, Amoy, & Foochow.—Per *Namos*, on Monday, the 12th instant, at 11.30 A.M.
For Amoy and Taiwan.—Per *Albay*, on Monday, the 12th instant, at 3.30 P.M.
For Manila.—Per *Don Juan*, on Monday, the 12th instant, at 3.30 P.M.
For Shanghai.—Per *Peking*,